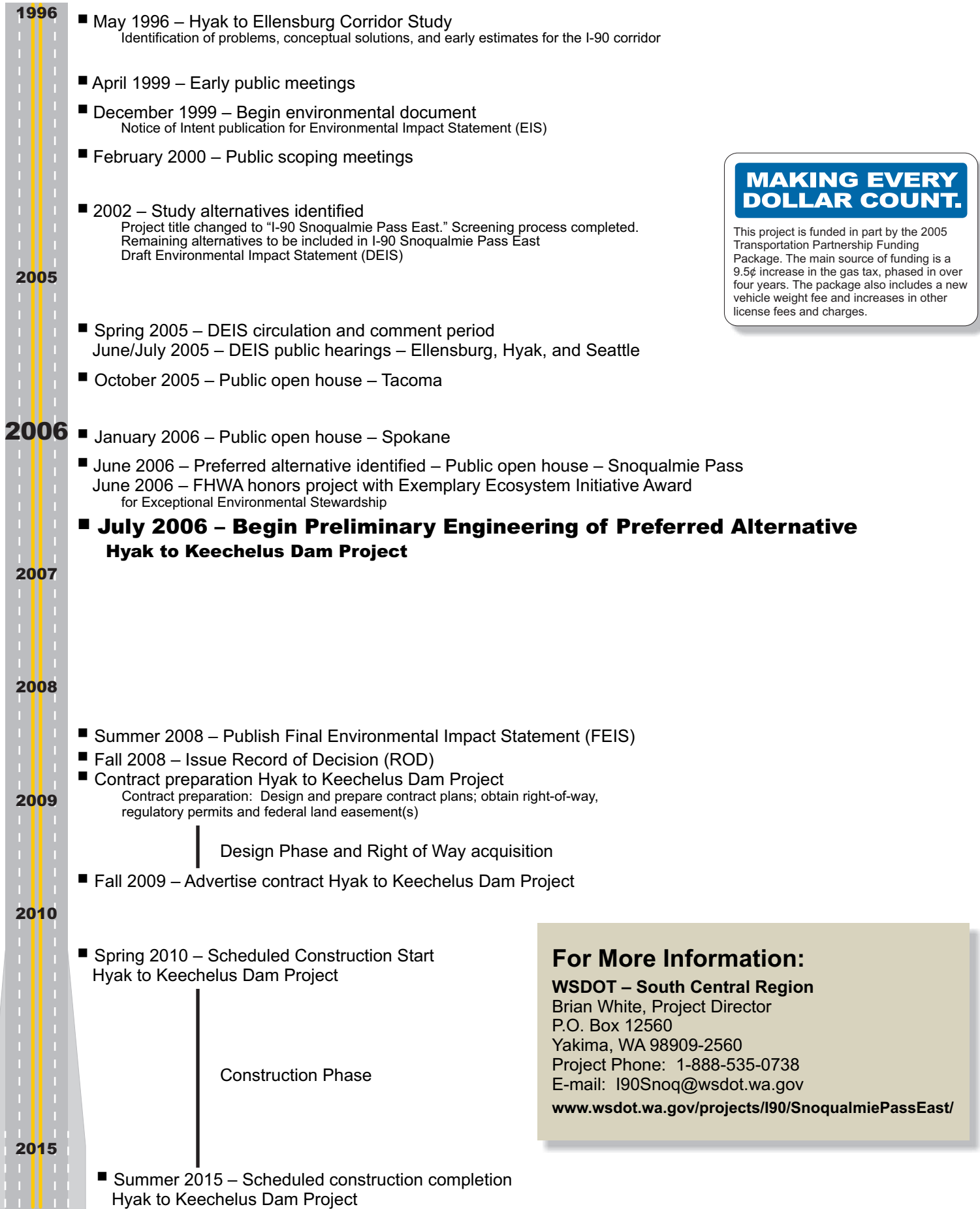


# I-90 Snoqualmie Pass East – Project Timeline



## I-90 Snoqualmie Pass East



Interstate 90 is a critical link connecting Puget Sound’s large population and business centers with the farmlands, diverse industries, and extensive recreational areas of Eastern Washington. The uninterrupted movement of people, freight and business over Snoqualmie Pass is essential to our quality of life and the economic vitality of Washington State.

This project builds a safer, more efficient and reliable freeway from Hyak to Easton, ensuring the continued availability of I-90 as a primary statewide transportation corridor. The Hyak to Keechelus Dam project (Phase 1) is the first funded project to improve safety and add capacity within the I-90 corridor.

### Improve the Highway

- **Six-lane freeway** improves traffic flow and accommodates projected traffic volumes for the next 20 years
- **New pavement** replaces aging, deteriorated roadway to provide a smoother safer ride
- **Straightening roadway curves** increases sight distance, driveability, and safety

### Project Budget (Phase 1)

Total: \$525 million  
(Includes design, right-of-way, and construction costs)

### Protect the Public

- **Avalanches** will be significantly reduced creating a more reliable, safer freeway
- **Rock fall** hazards will be minimized, reducing lane closures and improving public safety
- **Wildlife** will cross over and under the highway, minimizing the risk to wildlife and the traveling public

### Construction Timeline (Phase 1)

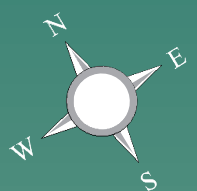
Scheduled start: Spring 2010  
Scheduled completion: Summer 2015



I-90 Snoqualmie Pass East



# I-90 Snoqualmie Pass East Project



- ### Additional Project Benefits
- Widen median to provide areas for snow storage and storm water treatment, and to improve safety by increasing sight distance
  - Extend chain on/off areas to improve operations and increase safety
  - Lengthen truck-climbing lanes to improve traffic flow
  - Relocate “snow park” to improve operations and provide parking for skiers, hikers, snowmobilers, etc.
  - Replace low-clearance bridges at existing interchanges

### Legend

	Funded (6-lane Highway)
	Unfunded (6-lane Highway)
	Extended Truck-Climbing Lanes
	Unstable Slopes
	Stablized Slopes
	Extended Chain-On/Off Areas
	Connectivity Emphasis Areas
	Avalanche Fencing
	Avalanche Zones

### Improving the Highway

#### Traffic Congestion

Each year 35 million tons of freight and 10 million vehicles travel over Snoqualmie Pass. Traffic volumes continue to increase, and have climbed to as high as 58,000 vehicles per day during peak travel periods.

#### Deteriorating Pavement

The highway pavement on I-90 is between 30 and 50 years old, and has exceeded its lifespan. Due to extreme weather conditions and heavy usage, the asphalt pavement is rapidly deteriorating.

#### Sharp Curves

There are numerous sharp curves which limit sight distance throughout the corridor. The Hyak to Easton section of I-90 has an accident rate double that of other rural sections.

### Protecting the Public

#### Avalanche Closures

I-90 is closed an average of 80 hours per year due to avalanches. It is conservatively estimated that avalanche closures cost business and private travelers \$17.5 million annually.

#### Unstable Slopes

Falling rocks from unstable slopes ranging in size from small stones to complete slope failures have caused serious accidents, and closed traffic lanes.

#### Habitat Connectivity

I-90 acts as a barrier dividing wildlife habitats. In an effort to meet environmental objectives, WSDOT will connect habitats on either side of the highway which will provide safe passage for both motorists and wildlife.